

Under The Bonnet

Newsletter of the

**Wasatch Mountain
Jaguar Register**

January 2018



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WMJR Christmas Party Tuesday December 5

'Twas a merry time at this year's Christmas Party, held at [Ruby River Steakhouse, 4286 Riverdale Road in Ogden.](#)

Once again we had the run of an upstairs private room that fit us just right.

The service was efficient if a bit leisurely — but hey! We wanted to jabber a bit anyhow.

The food was quite good — my salmon was done to perfection though I still don't know what to do with the deep fried baked potato.

Gifts were exchanged and only a few

items recycled from years past were noted.

Attendees were delighted by a special bonus this year: a \$10 subsidy in cold hard cash.



Attending were Duane and LeAnn Allred, Ken and JoAnn Borg, John and Liz Green, Mike and Susan Cady, J and Kay Jennings, James and Susan Jennings, Lee and Judy Taylor, Jim and Hermione Klekas, Art and Martha Pasker, Tim and Beth Furner, Bud and Betty Merritt, Jerry Gill,

Steve Thomas and wife (sorry I didn't catch her name), Michelle and Ed Higbee, and Your Obedient Scribe. As always, apologies to anyone we missed.

—Gary Lindstrom



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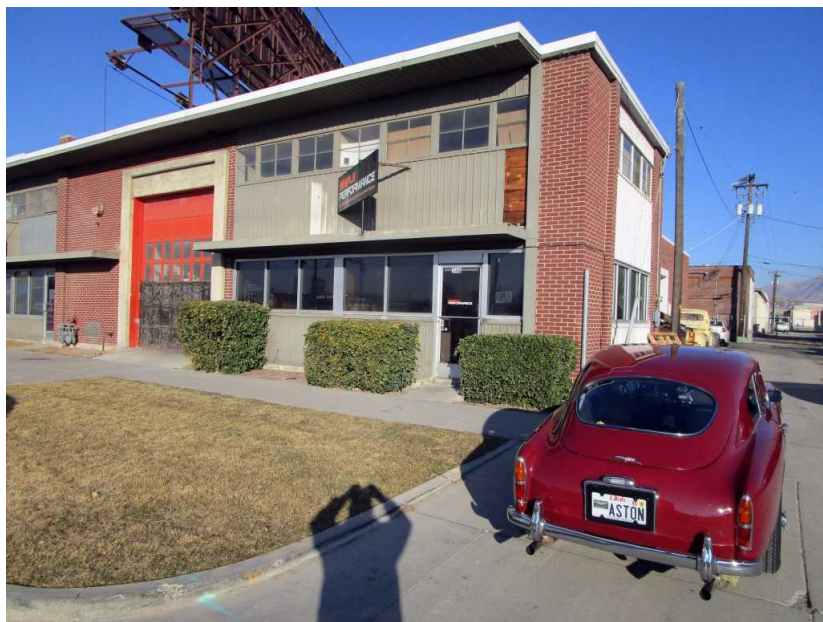
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My First Dyno Test

I've always heard about dynamometer testing for dragsters, race cars, rolling coal diesel blaster trucks etc. but never thought I'd ever be interested in trying one myself.

Then I discovered a shop in Downtown SLC that does them inexpensively and enthusiastically on vintage and collector cars.

So I did my best tune on my 1958 Aston Martin DB Mark III



Saloon and gave it a go. It was the most fun I've had outside the car in a long time.

The upshot was that the tests showed 101 hp and 131 ft. lbs. of torque at the rear wheels, which I took to be a reasonable starting point for an amateur tune at this altitude.

The shop is Simple Performance, 346 W. 600 S., SLC, UT 84101-2506, 801-359-4328. Ask for Walter.



For Sale: 1961 XK150 Fixed Head Coupe

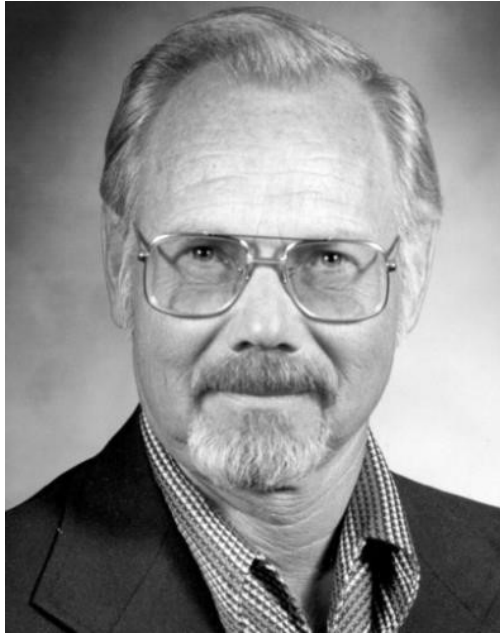


Long time local British car enthusiast and parts supplier Bruce Schilling is selling his XK150 Fixed Head Coupe. He describes it as a project car under frame-off, nut-and-bolt restoration. Chassis is approximately 90% complete to 100% original condition, powder-coated frame. Seats are finished with an OSJI interior kit. Hagerty Insurance estimated the value at no less than a category #4, value \$56,400. This was purchased from an original-owner estate sale. Numbers matching, never been wrecked, no rust, totally original car. 4-speed with overdrive. For more information see <https://www.britishcarclassifieds.com/autos/jaguar/xk150/1961-jaguar-xk150-1097.html> or call Bruce at 801-560-0332.

Jack Elder 1930 ~ 2017

Jack C. Elder, 87, passed away peacefully in St. George, Utah on December 10, 2017, the day of his 42nd wedding anniversary to his wife, Susan A. Elder. Their tradition of buying a fresh cut Christmas tree on every anniversary was not to be this year.

Born in Salt Lake City, Utah the only child of Thelma Caffall always counted 13 as his age attending East High School and then served in the US Army in Germany during the Korean War. He returned home to A. Caffall, run the family business later opened Domestic Import to run both companies until



Jack loved boating with family, camping in his motor home, golfing at Oakridge Country, and restoring antique cars. He won many trophies and awards, including a perfect score at the national antique car show in Oregon. Jack also appreciated the southern Utah's desert landscapes and happily retired in sunny St George, enjoying the red rocks without the fuss of a boat.

on June 13, 1930, Jack was born to James Elder, and he considered 13 his lucky number. After attending the University of Utah, Jack worked in meteorology during the Korean War to help his grandfather, Frank Caffall, run his business, Caffall Tile. Jack later started Jack Tile Supply and continued his retirement.

Jack and his family often spent time with friends at Lake Powell, scuba diving in Kauai, playing gin rummy, and driving their Jaguar. His show cars won even attaining a 100-point Jaguar competition in Bend, Oregon. Jack was an avid painter and painted a few self-portraits. He especially loved

Survived by his wife Susan of Washington, UT; half-sister Lynn (Wayne) Fujisaka of Las Vegas, NV; children David Elder (Linda), Nancy Elder, Corrine Shepherd (Kevin), and John Elder (Sherri); stepchildren Jill Meyer (Brian) and Jim England of Seattle, WA; 16 grandchildren and 22 great-grand children; and his cat, Percy. Preceded in death by grandson Tyler Egertz and former wife Freddy Harlin, mother of his children.

Many thanks to Jack's caregivers, Barbara Hilton, Leslie Waddel, Melissa, Andie, and Loretta from Integrated Senior Care for their many kindnesses and caring support during his last months. And thank you also to Becky Phillips and Ralph Clingen for their heartfelt assistance to Susan.

According to Jack's wishes, there will be no viewing or funeral service. For condolences to the family, please go to www.SerenityStG.com. Jack was a long-time supporter of the Utah Symphony, PBS television and KUED. In lieu of flowers or gifts, please make donations to any of these organizations or simply send flowers to someone you love.

—Published in Salt Lake Tribune on Dec. 17, 2017

Restoring a Couple of Classic British Bikes In Order to Get to Restoring the ‘Big Red Shelf’

By Malcolm Wilson

Growing up partly in India I was around a lot of old British cars and motorcycles left over from the days of British rule. Back on the East Coast for college I saw my first E-Type and decided that was my ‘dream car.’ Needless to say, I couldn’t afford one in college but I could afford a motorcycle and there is just something classic about the looks of British bikes.

So, in 1976, halfway through college, I bought a ’72 Norton 750 Commando. What a dream – classic looks, distinct British twin sound and a bit of notoriety in the black finish! The bike took me up and down the east coast, to Texas and back and, after I had moved to Arizona, to Michigan to court my future wife. It was always ‘The Bike.’ Well, what with family, house and job, disuse and the elements took their toll on the Norton. But I couldn’t part with it.

Back in college I had taken a trip back to India where a friend and I concocted a wild scheme to pick up old British bikes, ship them to the States, restore and sell them. So, when I returned I looked around for an old one to restore to see what it would take. I found a ’64 Royal Enfield 750 Interceptor partially in boxes, with odd forks and missing seat and tank. A great project, albeit ambitious job

for a student!

So, to the chagrin of my college housemate, I started restoring it – started, that is. All will recall what a challenge it was to find parts for classic vehicles back in



Norton fully restored [Big Red Shelf in background!]

the pre-internet days of pouring through magazines and phoning odd shops across the country. Well, after graduation the friend went on to become a writer and I needed a ‘real’ job so the wild scheme remained just that, the Enfield came with the Norton, and, while I did have it assembled to run at one point also, it was likewise neglected.

Then in Fort Collins, I found the dream car - a ’65 E-Type 4.2 Roadster. Barely running and requiring a bunch of work but a good deal. Well again family, house... It has yet to be restored and is affectionately known as

either ‘Dad’s retirement project’ or the ‘Big Red Shelf’ [in the garage]! Well the kids are finally just about all launched and there’s a 3-car garage in the back of the house here. But, before launching into the Jag restoration, I wanted to get the bikes running to have them functional and out of the way.

The Norton wasn’t running right so starting last January I pulled the Norton head to find a broken valve spring. Well one thing led to another and I figured let’s just restore the whole bike from the frame up.

So apart it came – frame to powder coating, chrome off to plating, new seals and rubber, valve springs, lapping valves (‘didn’t open the bottom end as I had done this some years ago and there weren’t many miles on that rebuild), replacing various parts lost or removed over the years and self re-zinc plating what seemed like myriad small special parts.

By July It was back together looking better than when I had purchased it in ’76. It still wasn’t

—cont’d on [p. 8](#)

British Bikes—*cont'd from p. 7*

running as smoothly as I wanted so, on the advice of friends at the Utah British Bike Club, I installed a Tri-Spark electronic ignition and new, improved, replacement Amal carbs. It's now running like a fine Swiss watch, is a dream to ride and brings back many fond memories!

So on to the Enfield. I just started tearing it down and the hope is to finish it by late spring so I can move on to the Jag next winter. Amazingly I found a pair of correct forks on the web and a place (Hitchcock's) in London that has parts. (How great is it to be able to find old parts over the internet!)

Since the first rebuild the case halves have begun leaking, so this engine is going to get taken all the way down, inspected and rebuilt. Hopefully by next summer there'll be some pictures as nice as the Norton one to share. And then hopefully on to the Jag!

[Did I mention an old friend's '74 BMW R90/6 found its way into the garage – of course it also needs restoring! Oh well . . .]



Norton slowly going back together



Norton engine and wiring back in frame



Enfield before teardown - wrong tank and missing side covers



Lots of painting, chrome and polishing to be done on Enfield

Does your SU-equipped Jag-u-ar suffer from fuel hyperthermia on hot days?

If so consider protecting your float bowls with these handy dandy koozies, such as are used for beer cans in hot climates. Analogies could also be made to other sorts of sheaths but we won't go into that here.



Dues Notice

2018 JCNA and WMJR dues are, well, due. If you haven't already done so, please send a check to our Treasurer, John Green, PO Box 330, Farmington, UT 84025.

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